The New-York Times.

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NEWS BY TELEGRAPH.

INTERESTING FROM WASHINGTON.

Cause of the Failure to Ratify the Clayton-Bulwer Treaty—The New Arrival of Lord Napier—Resignations from New-Granada—The Paraguay Dispute.

Special Dispatch to the New-York Times.

WASHINGTON, Friday, April 1.

Yesterday Lamar surrendered to the Spanish Government all the property belonging to the confiscation of one of the Quarry Tunnels. The Mosquito Treaty is now under consideration. The British Legation, I understand, has dispatches to the effect that the Senate of the Republic of the Dole Government have unanimously refused to ratify the original Indian Treaty and absolutely power, and have completely set aside the views of Mosquera, while Mr. Lamar had taken instructions and could not accept them—hence the one failed while the other succeeded. A copy of the Treaty, as ratified, is now in this City, and better than that even the copy as published in the Times. I have reason to believe that Great Britain desires that treaty to be ratified—hinges to the non-arrival of his successor, Lord Napier, has indefinitely postponed the sale of his furniture. The Osprey is known to be a slow vessel, and it is thought there are no just grounds as yet for apprehension as to Lord Lyon's safety.

Count de Sartiges has received no leave of absence up to this date, though he has had assurances that leave would be granted.

The New-Granadian Legation is in the receipt of voluminous dispatches, including copies of all Cabinet reports. Peace is restored in Magdalena. The road from the valley of Canca to the Pacific is in process of construction, with ample funds for its completion. The road opens to California, and all the facilities possible when Bowman once turned the "Key of the New World." They seem to be so fast that Buchanan will regain power in Venezuela. The Congress and people of New-Granada again protest the kindest feelings towards our Government.

Dispatches received at the State Department from Commissioner Bowlin report the sympathy of all the South American States with Paraguay and against us, though he still expresses a hope of being able to arrange all matters amicably with Lopez.

Q.

[FROM THE REPORTERS FOR THE ASSOCIATED PRESS.]

WASHINGTON, Friday, April 1.

The *Union* of to-day, has an apparently semi-official article on the Clayton-Bulwer Treaty, saying the President has never changed his policy concerning it; that the American construction will be substantially carried into effect; that the Mosquito Protectorate and the Bay Islands will, no doubt, be surrendered by Great Britain to Nicaragua and Honduras respectively; that the substance of Sir Wm. Gore Ouseley's instructions has been communicated to this Government only through Lord Napier; that it has full faith in the loyalty of the British Government, and that if Sir Gore Ouseley has exceeded his instructions in any particular, he will, no doubt, be called to a rigid account.

It is well understood that the Cabinet to-day had under consideration the subject of Central American affairs. Advices from the Commander of the *Jamestown* confirm the newspaper statements relative to recent events in Nicaragua. Our Government has nothing from an official source later than the 25th of February relative to the treaties, when that of Guasacy, of commerce, navigation and transit had been ratified, with an additional article to the effect that Nicaragua surrendered none of her rights over Mosquito. The Mosquito treaty was at that time pending, and the Cass-Irisarri treaty had not been acted on. Our Government will accordingly await further reliable intelligence, before it can act decisively, so far as Great Britain is concerned. If it shall appear that Ouseley has transcended or violated his instructions, a formal request will be made of England to disavow his acts, if she shall not do so voluntarily. It is thought, however, she will carry out in good faith the understanding between the Governments of Great Britain and the United States, relative to the settlement of the irritating questions growing out of the different interpretations of the Clayton-Bulwer treaty, now it is impossible, should Nicaragua ratify all the British treaties and reject ours, that Minister Lamar will be withdrawn, and General Jarez, the Nicaraguan Minister at Washington be tendered his passports. Such is the position of the question, according to the best available information, but much depends on the character of future official advices from Nicaragua. Our vessels will, it is said, be concentrated at the most exposed points for the protection of the persons and property of American citizens within their reach. To proceed to the interior of the country, would be an act of war, which will not be committed, but there is no doubt, from what has recently transpired, that the President will exert, to the utmost extent, all the powers conferred upon him by the Constitution and laws.

The Navy Department has named the new third-class steamers as follows: That at Portsmouth, New-Hampshire, the *Mohican*; at Boston, the *Narragansett*; at Brooklyn, the *Iroquois*; the large one at Philadelphia, the *Wyoming*, and the small one the *Pawnee*; at Norfolk, the *Dacotah*; at Pensacola, the *Seminole*; at Mare Island, California, the *Saginaw*.

From official advices received to-day, it appears that the steam frigate *Minnesota* reached Bombay on the 16th of January, having on board ex-Minister Reed, who left on the 8th for Suez. The frigate had visited Singapore and Penang, and several ports in Ceylon. She commanded expressions of surprise and admiration, as she has ever done in the East. In a few days she sailed to leave for Muscat, in Arabia, and passing from thence to the Cape of Good Hope, she would probably touch at Zanzibar.

A letter from the Commander of the U. S. frigate *Saratoga*, dated at Vera Cruz, March 11, confirms the former reports of the defeat of Miramon, and the success of the Constitutionalists in the interior, and their advance on the City of Mexico.

It is probable that Ex-Senator Jones will withdraw his declination of the Bogota Mission.

There are at least twenty applicants for the vacant Commissionership of Patents and of Indian Affairs, but the appointments will probably not be made for a week to come.

The failure of the arrival at Annapolis of the *Carondelet* with Lord Lyons excites additional fears for his safety.

A dispatch from Charleston, S. C., says the *Courier*, contains a telegram from Washington that war in Europe has actually commenced, and that Gustave Samazan had brought a dispatch to that effect to the President. Mr. Miles, Member of Congress from Charleston, telegraphed back that Lord Napier knew nothing about the truth of the report. The *Courier*, however, fails to be convinced.

Minister Bowlin writes hopefully of satisfactorily arranging the difficulties with Paraguay.

The Norfolk Quarantine—The Brig George Washington.

NORFOLK, Thursday, March 31.

Our Quarantine regulations go into effect to-morrow. This is one month earlier than usual.

One hundred and thirty bales of cotton from the brig *George Washington*, ashore on Currituck Beach, have reached here.

Labor Movements in Newark, N. J.

NEWARK, Friday, April 1.

The journeymen cordwainers have established a list of prices for employers, making an advance of six cents on a dollar on their wages.

The jewelers are holding meetings to raise the prices of their labor.

A case, made from the tiller of the dove-ship *L. Amistad*, was presented to the Hon. J. R. Gunnison, in this city on Wednesday evening.

Nomination for Police Commissioner in Albany.

ALBANY, Friday, April 1.

VINCENT TEN EYCK has been nominated for Police Commissioner, under the new law, by the Republicans, and has been indorsed by the Americans. The balance of the city ticket will be Union.

Fires.

FIRE AT RED BANK, N. J.

RED BANK, Friday, April 1.

The country-seat of Dr. J. LEATHE, of New-York City, situated about one mile from Red Bank, was entirely destroyed by a supposed incendiary fire last night. Loss about $3,000; no insurance.

FIRE AT LONG BRANCH.

LONG BRANCH, N. J., Friday, April 1.

A barn containing one horse, three wagons, a quantity of hay, &c., belonging to Mr. Hazar Worrell, near this place, was entirely consumed by fire this morning.

FIRE IN NEWARK.

NEWARK, Friday, April 1.

A portion of a large factory at the corner of Mechanic and Lawrence streets in this city, owned by Cross & Kenworthy, and occupied by Messrs. Fraser, silver platers; H. W. Cross, last maker; the Perry Patent Arms Company, and others, was destroyed by fire at about 3 o'clock this morning. Loss $3,000 and insured $2,000.

A stable in the rear of the Union Hotel was set on fire Wednesday night and destroyed.

A Murderer Sentenced to Death.

BALTIMORE, Friday, April 1.

HENRY DUVALL, convicted of the murder of CHRISTIAN FREDER, in the western section of this city, a few months since, has been this morning sentenced to death. This makes five persons under the death sentence now in the City Jail.

AFFAIRS AT ALBANY.

Easy Working of the Machine—Perils of Good Fate—Great Chances for Dubious Projects—The City Cemetery Ground—The City Railroads through the Committee of Nine—How the Registry Law Heads—Mr. Wetmore's Seat not yet Awarded—Private and Local Matters.

From Our Own Correspondent.

ALBANY, Friday, April 1, 1859.

Legislation, about these days, is a well-oiled wheel—running easy—a greased bolt of lightning, striking terribly where it was unlooked for; an unbridled night-mare, settling most heavily on the chests of those unused to irregular hotels. In both Houses, what little is done, is done by unanimous consent—the Assembly has not been out of the order of third reading, except by sole stretches, for a week. Business consists in receiving the reports of the Grinding Committee. That modern invention holds its sessions at the same hour that the House is in session, leaving its most innocent member in the House to make its reports. If one steps out to get a pet ground, on his return he finds the one he most abhorred has been referred, to report complete. But if he prefers to watch the report, his pet dies. Happy is the member who has a live friend among the Grinders.

Yesterday morning, the Committee of Nine, despairing after two days' waiting of an opportunity to catch certain gentlemen out, rolled its duplicate report in. It contained the City Charter Omnibus Reform, the Atlantic Tunnel Removal, and several other equally innocent. It took two or three hours to haul off the pugnacious gentlemen who were disposed to send one or another of its bills spinning on to the table. But the statement boldly made that the Lobby was ruining the Grinding Committee served to compact its members—Mr. LAWRENCE always excepted who whether in or out of Committee runs his own vehicle—and with their force and their friends not an item could be knocked out of their report. To-day they came in early with a list of 41 bills—of which two, the New-York Constable bill and the New-York City Cemetery act, were knocked out, and, without a successful motion to recommit, are killed. The motion to treat the Harlem Railroad bill in the same way was lost. Yeas, 38; Nays, 65. Among those accepted and to be sent to Nursing Committees with power to report complete, are bills in relation to Insurance Companies in New-York and Kings, to the New-York Courts, the Dime Savings Bank, of Brooklyn, (Senate,) to the Connecticut Boundary Commission, to the Society for the relief of poor women and small children, to providing for additional Notaries in New-York, to the Public Health of New-Utrecht, to the New-York Orphan Asylum, to the Corpus Christi Ship Channel Incorporation, (from the Senate,) to the Peter Cooper Institute, and to the St. David's Benevolent Society.

The Grinding Committee has been in session all day upon the New-York City Railroads, but adjourned without disposing of them. They ground out, however, the Insurance Department bill—Mr. Comptroller CAUSEN's elaborate argument against it going for nothing. While Mr. CONKLING and Mr. OPDYKE were laboring to prevent their action on the City Railroads, a quiet piece of mischief was going on in the House. The Omnibus Charter bill had been referred to a Committee whom Metropolitans could not complain of as likely to have any prejudices [illegible] to right. Barns Johnson, of Delaware; Mackin, of Dutchess; Holt, of somewhere up north; Lawrence, of Queens and Bachelder, of Saratoga. Dr. HOAK terminated the very tedious session of this Committee by rising to report the bill to the House complete. He had unanimous consent, and unanimously the report was agreed to. It was full half an hour after this that Mr. CONKLING put himself into array for resisting the report when it should come in. He quickly pondered his hat to the Doctor when he discovered how much too late for dinner he was.

There are now 128 bills, mostly originating in the lower House, ready and waiting for a third reading and 40 more will be ready by Saturday morning. Yet of third readings there was only one yesterday, though 45 were ordered to that category, and not more than 20 bills have been passed to-day.

Meanwhile, even to-day, new bills have been introduced, and one which came up to a member inclosed in a letter to a member last evening was sent to a Committee to report complete before the wafer on the letter was dry. Smart men work with great rapidity just now, and if one should take a chew of tobacco with deliberation, while he is inserting the quid the biggest piece of rascality that it ever entered the head of a legislator to devise may go up for the first time to the Clerk's desk and come back, only needing one gentle lick more to be in shape for a final passage. No one talks any longer of "niggers in the fence"—it will soon be necessary to reopen the African Slave-trade to find little colored boys enough to stick in the fences that gape for their accommodation.

"Let us look to the Senate," is the consoling advice of conservative people on such occasions. Their mill grinds slowly—their Committee of eight feeds slowly, and slowly issues its grist. But the Standing Committee are sending in their reports rapidly. The following were to-day ordered to a third reading: To increase the number of Coroners in Queens County; divers propositions to submit to the people a law for the loan of $3,000,000; authorizing notaries to perform the duties of Commissioners of Deeds; incorporating the Flushing and College Point Steamboat Company; Wallabout Martyrs' Monument; changing the name of a street in Brooklyn to Fort Green-place; to provide the payment of certain claims against the City of Brooklyn, and extending the time in which the Hicksville and Cold Spring Railroad may be finished—all which, except the Loan act, have passed the Assembly, and hence are in pretty good condition.

The Brooklyn Sewerage bill is in the hands of the following Committee to report complete, viz: Messrs. Tuthill, Moore, Duryea, Wilson and Coleman. The Brooklyn Water bill is referred to a Select Committee to report complete, viz: Messrs. Andrus, Messrole, Tuthill, Duryea and Gardner.

The Woman's Library bill is just announced engrossed. It will probably be read a third time to-night.

Mr. NOXON being anxious to make a speech on the disputed seat, the question whether or not Mr. WETMORE is entitled to be called Senator is postponed to next Monday.

The Registry bill has at last been fixed in the Senate,—the Assembly bill being adopted with some amendments by Mr. NOXON. As Mr. N. is the author of the Assembly bill, its character is not much altered by the amendments adopted. The Committee of the Whole attempted to report it to the Senate, but that motion was tabled.

The three City Railroads, which I have already announced as "a sure thing," are yet deemed a sure thing so far as the Assembly is concerned; but in the Senate they may scrape the bottom. The Grinding Committee is supposed to stand three for and five against them. They would stand a better chance in the Committee of the Whole. 5 P. M.—The three are just ground through the Assembly's Committee of nine—3 to 1.

GLAUCUS.

NEW YORK LEGISLATURE.

SENATE.... ALBANY, Friday, April 1.

Mr. DIVEN, from the Finance Committee, reported the bill authorizing a loan of $2,500,000, to pay the floating debt, and it was ordered to a third reading.

Mr. PRESTON reported favorably the Assembly bill to provide for the payment of the interest on the Canal Commissioners' drafts.

On motion of Mr. SCHOLFIELD, the bill was laid on the table, and ordered to be printed.

A large number of Assembly bills were reported from the Committee.

The Central Park enlargement bill was passed.

The bill to incorporate the New-York Bay Steamboat Company was lost, and a motion to reconsider laid on the table.

The bill to protect the liberty of witnesses was then taken up and defeated.

AFTERNOON SESSION.

The bills amending the Licensee Law were the special order, but were postponed till Wednesday evening.

The following bills were ordered to a third reading: Relative to the Protestant Episcopal Public Schools, New-York.

To provide payment for the work done and material furnished on a certain part of the Erie Canal Enlargement.

The bill to close the canal locks on Sunday coming up, a long skirmish took place upon it.

Mr. STIRLOCK endeavored to fight off the final vote upon it, and numerous motions were made to amend, to postpone the vote and to lay the bill on the table, all of which were voted down by decisive majorities.

ASSEMBLY.... ALBANY, Friday, April 1.

The Grinding Committee reported several bills.

Mr. CONKLING moved to strike out from the list to extend the term of New-York Constables from one to three years.

Mr. C. S. SPENCER opposed the motion.

Mr. S. S. CARLISLE hoped the motion would prevail. He favored the extension of the terms of the Constables from Jan. 1, 1860, but was unwilling to keep in office longer than one year the Constables now in, as many of them were infirm and very bad men.

The bill was stricken out from the report.

Mr. CONKLING then moved to strike out the bill authorizing payment for the lands taken for the City Cemetery, New-York. He designated the bill as improper to be passed. Payment had been refused by the Supervisors, and the bill sought to legalize a very corrupt transaction.

Mr. C. S. SPENCER opposed the motion to strike out, and defended the bill.

Mr. S. S. CARLISLE supported the motion.

The bill was stricken out.

An attempt was made to strike out the bill to extend the charter of the Harlem Railroad, but it failed.

The Speaker called the attention of the House to the fact that 126 bills now lay on the table for a third reading; that the standing Committees had just reported 40 more, and that other bills had been referred to special Committees, which would swell the number to 180. If the House continued to make special orders, the Assembly bills thus ready for a third reading could not be acted on in the Senate before the adjournment, and any bills ordered in future to a third reading could not be expected to go through. He desired the House to understand these facts.

Mr. SMITH stated the importance of the consideration of the New-York Tax bill, and moved it be taken up. Lost.

The bill remodeling the New-York Municipal offices was reported complete, and ordered to a third reading.

The House then took up the third-reading bills, and a number of private interest merely were passed.

The bill reconciling the tax and assessment law in the City of New-York was stricken out. It creates three Commissioners to be appointed by the Comptroller, to hold office for five years, and abolishes the offices of Ward Assessors and Commissioners of Taxes and Assessments as now existing.

Mr. SMITH introduced a bill to incorporate the Atlantic and Pacific Steamship Company, with a capital of $1,000,000, for twenty years. The Corporators are EDWIN CROSWELL, SPENCER KIRBY, D. M. CARRINGTON and W. S. ROBERTS.

AFTERNOON SESSION.

BILLS PASSED.

To reduce the capital stock of the Cayuga and Susquehanna Railroad.

To incorporate the Union Dime Savings Bank, New-York.

To incorporate the Woman's Library in New-York.

To amend the charter of the East River Insurance Company.

In relation to the rendition of accounts by administrators.

To provide for supplying the vacancies in the office of Justice of the Peace in several towns of this State.

Also, several private bills.

The bill to confer additional powers on the Fire Commissioners of New-York came up for a third reading.

Mr. SMITH moved to recommit the bill, as in its present shape it was not acceptable to firemen.

Mr. C. SPENCER opposed the motion to recommit, but moved to lay the bill on the table for the present. Carried.

The bill to prevent the erection of unsafe buildings in New-York came up for a final reading.

Mr. GOVAN moved to recommit the bill for amendment.

Mr. TOMLINSON moved to lay the bill on the table. Carried.

The Grinding Committee reported a number of bills, among them the following:

To authorize a Railroad in Seventh-avenue, New-York.

Also, a Railroad in Fourteenth-street and other streets, New-York.

Also, a railroad in Avenue D and other streets, New-York.

Amending the act to prevent the issue of false receipts by warehousemen.

Requiring County Treasurers to file reports.

To provide for the reduction of the capital stock of banking associations.

To facilitate the correction of assessment rolls.

To incorporate the New-York Preparatory School of Medicine.

Mr. OPDYKE moved to strike out from the report the bills relating to the New-York railroads. He spoke at length in support of the motion, arguing that the railroads of the City of New-York are fajdrious rather than beneficial; that if their character were different and they were useful, as their warmest advocates maintain, they were enough of them now; that if more were needed they should be constructed under general laws instead of special grants, and that under the decision of the Court of Appeals any legislative grant of this kind is invalid unless backed by the consent of the owners of property in the streets through which the railroads pass. These objections he believed sound and unanswerable, and should, in his judgment, be fatal to the measures before the House, but they sank into insignificance when compared to the objections he had yet to urge. He believed the bills were full of inaccuracies. The corporators asked for powers without any suitable checks for the protection of passengers. They asked it, too, as a free gift. The charities of the State had been turned away unsatisfied, and now it was proposed to confer millions on these railroad parties. The Constitution forbids the taking of private property for public use without a fair compensation, yet it is proposed to do so in plain language, this was robbery, but when it is done by legislation it is spoliation. Mr. OPDYKE then proceeded to comment on the rumors which prevailed about lobby influence being used to pass these bills. He had not come in contact with that influence, yet it was said to be in existence, and its odor was abroad. He believed there were a hundred people here who were importuning members to pass these bills. He had himself been argued with in favor of these bills and other members had also been approached. It was said that great exertions had been used to convert the Republican Committee who had once declared against these bills, and report said that ten thousand dollars had been offered one man to advocate these bills. Rumor had it also that a prominent gentleman of this City, whose liberal and enlightened views, long engaged, and high position, entitle him to every respect, had, with his influence, entered the lists and interested himself for these bills. It is said that the gentleman who presented the Seventh-avenue bill received it from him.

Mr. C. S. SPENCER—If the gentleman will allow me to interrupt him, I will state distinctly, in justice to all parties, that this statement is entirely incorrect.

Mr. OPDYKE continued—He knew nothing about the fact, and had only stated what rumor reported. He was authorized to offer half a million of dollars for that very franchise. He deemed it an unseemly spectacle to see party leaders endeavor to induce their political friends to incur the odium of such measures, and believed that no party could pass measures so glaringly unjust without injury. He asked whether Governor WOOD would veto the bill if it was passed. No person in sober judgment should vote to give away a franchise for which half a million of dollars was offered. He desired to read to the House a letter picked up in a Committee-room, addressed to a member of the Grinding Committee by an Ex-Senator urging the passage of the bills without debate.

Mr. MILLER rose to a point of order, and objected to the reading of the letter.

The Speaker ruled the point of order well taken.

Mr. OPDYKE concluded by urging the rejection of the bills.

The letter which Mr. OPDYKE alluded to was addressed to Mr. ANSON by Mr. WM. ISAACS. It advocates the passage of the bills through the Grinding Committee without debate, on the ground that discussion can be had before the Special Committee, to which the bill must be referred to be reported complete. It also states that for every name erased from the application for their report twenty others could have been obtained had the friends of the bill had time to procure them.

Mr. GOVAN said that the gentlemen from New-York had denounced the lobby severely, and talked about gentlemen on the floor as being under the influence of lobbymen and outsiders, while at the same he had stated that he opposed these bills because a friend of his desired to procure the franchise himself, and was willing to pay half a million of dollars for it.

Mr. OPDYKE—The gentleman misunderstands me. I did not charge gentlemen on the floor with being under the influence of the lobby.

Mr. GOVAN—Then the gentleman's language misrepresented his meaning. He would not charge his colleague (Mr. OPDYKE) with having a personal interest in that bit of half a million of dollars, but he (Mr. GOVAN) would say that he was just as willing to give the franchise to worthy man, who could not afford to pay half a million of dollars, as to those who could afford to pay that sum. He believed that the latter, while willing to give half a million dollars for the franchise now, in order to secure it, would subsequently make up more than that sum out of the people.

Mr. LAWRENCE spoke against the bills, and against giving away a franchise for which a large sum was offered. He was uncompromisingly opposed to the conversion of what may be public necessity to the exclusive promotion of individual or private advantage. The exercise of the power of the State to take private property for purely public purposes should never be resorted to, unless the public will be greatly benefited, not unless full and adequate compensation is given to the individuals whose property is taken.

Mr. SCHOLFIELD spoke at length in favor of the bills, urging the great necessity of railroads for the use of the millions traveling to the cities of New-York. The only pretense that opposed them were a few sporting editors and careless reporters, who desired to force the people to ride in their out-of-date vehicles. He replied to the remarks of Mr. OPDYKE respecting lobby influences, by referring him to the boats of outsiders in the interests of the omnibus proprietors, stage-route owners, and property holders who were besieging Members most to-day. Besides, he knew enough of them to say that more were needed they should be constructed under general laws instead of special grants, and that under the decision of the Court of Appeals any legislative grant of this kind is invalid unless backed by the consent of the owners of property in the streets through which the railroads pass. These objections he believed sound and unanswerable, and should, in his judgment, be fatal to the measures before the House, but they sank into insignificance when compared to the objections he had yet to urge. He believed the bills were full of inaccuracies. The corporators asked for powers without any suitable checks for the protection of passengers. They asked it, too, as a free gift. The charities of the State had been turned away unsatisfied, and now it was proposed to confer millions on these railroad parties. The Constitution forbids the taking of private property for public use without a fair compensation, yet it is proposed to do so in plain language, this was robbery, but when it is done by legislation it is spoliation. Mr. OPDYKE then proceeded to comment on the rumors which prevailed about lobby influence being used to pass these bills. He had not come in contact with that influence, yet it was said to be in existence, and its odor was abroad. He believed there were a hundred people here who were importuning members to pass these bills. He had himself been argued with in favor of these bills and other members had also been approached. It was said that great exertions had been used to convert the Republican Committee who had once declared against these bills, and report said that ten thousand dollars had been offered one man to advocate these bills. Rumor had it also that a prominent gentleman of this City, whose liberal and enlightened views, long engaged, and high position, entitle him to every respect, had, with his influence, entered the lists and interested himself for these bills. It is said that the gentleman who presented the Seventh-avenue bill received it from him.

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Mr. LAWRENCE spoke against the bills, and against giving away a franchise for which a large sum was offered. He was uncompromisingly opposed to the conversion of what may be public necessity to the exclusive promotion of individual or private advantage. The exercise of the power of the State to take private property for purely public purposes should never be resorted to, unless the public will be greatly benefited, not unless full and adequate compensation is given to the individuals whose property is taken.

Mr. SCHOLFIELD spoke at length in favor of the bills, urging the great necessity of railroads for the use of the millions traveling to the cities of New-York. The only pretense that opposed them were a few sporting editors and careless reporters, who desired to force the people to ride in their out-of-date vehicles. He replied to the remarks of Mr. OPDYKE respecting lobby influences, by referring him to the boats of outsiders in the interests of the omnibus proprietors, stage-route owners, and property holders who were besieging Members most to-day. Besides, he knew enough of them to say that more were needed they should be constructed under general laws instead of special grants, and that under the decision of the Court of Appeals any legislative grant of this kind is invalid unless backed by the consent of the owners of property in the streets through which the railroads pass. These objections he believed sound and unanswerable, and should, in his judgment, be fatal to the measures before the House, but they sank into insignificance when compared to the objections he had yet to urge. He believed the bills were full of inaccuracies. The corporators asked for powers without any suitable checks for the protection of passengers. They asked it, too, as a free gift. The charities of the State had been turned away unsatisfied, and now it was proposed to confer millions on these railroad parties. The Constitution forbids the taking of private property for public use without a fair compensation, yet it is proposed to do so in plain language, this was robbery, but when it is done by legislation it is spoliation. Mr. OPDYKE then proceeded to comment on the rumors which prevailed about lobby influence being used to pass these bills. He had not come in contact with that influence, yet it was said to be in existence, and its odor was abroad. He believed there were a hundred people here who were importuning members to pass these bills. He had himself been argued with in favor of these bills and other members had also been approached. It was said that great exertions had been used to convert the Republican Committee who had once declared against these bills, and report said that ten thousand dollars had been offered one man to advocate these bills. Rumor had it also that a prominent gentleman of this City, whose liberal and enlightened views, long engaged, and high position, entitle him to every respect, had, with his influence, entered the lists and interested himself for these bills. It is said that the gentleman who presented the Seventh-avenue bill received it from him.

[illegible] as for many years, in justice to all parties, that this statement is entirely incorrect

The New-York Times, Saturday, April 9, 1859.

The New-York Times, Saturday, April 8, 1882.

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